D rectors Present and Past Hold a Meeting -President Phillips Refuses to Have Anything to Do With Reorganization Plan-Gould and Hawley Away.

The directors past and present of the Merchants' Trust Company had a protracted meeting at the offices of William B. Ellison, counsel for the company, at 71 Broadway, yesterday afternoon, and discussed several plans for saving the company. A notice of the meeting had been sent to everyone that had ever been connected with the company as a director, but the only ex-director that showed up was George E. Fisher, the promoter upon whose various enterprises the company made the loans that led to its present

Frank Gould and Edwin Hawley paid no notice to the call. Both of them have sold their stock. Dr. J. P. Munn, who has made repeated assurances, according to some of the directors, that help would be forthcoming, was present and so was Edwin Langdon, who took the lead in organ-

izing the company.

President Jacob Phillips, who was put in by the Goulds, attended the meeting, but walked out at the end of ten minutes. It was said that he had declared at the meeting that he was in favor of having the receivership continued and did not care for any reorganization scheme which would include those who were active in tie former management.

"I don't know what their plan is," said Mr. Phillips, when he left the meeting. "I didn't wait to hear it."

The directors who remained until the meeting finished have been in sympathy with Mr. Langdon, and it was learned that a plan was discussed for forming a syndicate which would offer \$1,000,000 for the securities of the Hudson Valley Railroad in the possession of the trust com-y. This would be equivalent to about

5 for the securities.

It was urged by Mr. Feitner and some of the other directors that it would not only enable the company to pay off all depositors without a stock assessment, but would le a good investment for those in the syndi-cate. Dr. J. P. Munn, who told the direc-tors before the crash that he had strong nopes of forming such a syndicate with the Goulds as tackers, promised his help. It was decided at the meeting that oppo-

It was decided at the meeting that opposition should be made to a permanent receivership for the company and that between now and Tuesday the directors should hustle among their friends and endeavor to secure the financial help necessary to the forming of such a syndicate. The meeting was accordingly adjourned until next Tuesday. The report of the temporary receivers, which will be made hefore Justice Cochrare in Hudson, will deal rather harshly with the former business methods of the company.

The Roman Catholic Orphan Asylum, which has been reported as having been

which has been reported as having beer one of the unlucky depositors of the Merone of the unitody depositors of the Mer-chants? Trust Company, closed its account last December. The orphan asylum de-posited \$220,000 in the fall of 1902 through the influence of Thomas L. Feitner, one of the trustees of St. Patrick's Cathedral and a director of the company. Stephen Far-relly, a member of the finance committee relly, a memoer of the mance committee of the asylum, in the fall of 1903, got wind of the condition of the company, and the result was that the account was gradually closed out. The last check was drawn in December last. On the deposit the company paid the orphan asylum 4 per cent. interest.

BANK LOOT IN SAND CAR.

Workmen Uncover \$300,000 in Bonds and Notes and Receive SE Reward. INDIANAPOLIS, June 2 .- While unloading a carload of sand at the quarries at Oolitic. near Bedford, Ind., Edward Hays, one of the workmen, struck something wrapped in bundle of old papers. He examined the find and the first yield was a \$4,000 Govern-

ment bond. Emory Voss, another workman, next The bundle of papers was taken to the stone company's offices and was found to contain Government bonds, notes, &c., to the total amount of \$300,000.

Hays, who found the address of the Wil-nington, Ill., bank on some of the papers, wrote to the bank and an agent of the bank came and claimed the find, which was turned over to him after his claim had been veri-fied. He stated that on the night of May 9 the bank of Wilmington, Ill., had been robbed of the bonds and notes and \$2,500 in cash. The theory is that the carload of sand consigned to the Bedford quarries, in which these valuables were found, was lying in Wilmington on that night and the robbers had buried their plunder with the expecta-tion of retaking the car at some other point, but had lost track of it.

As a reward for himself and his fellow workmen Hays received \$5.

Suit was brought in the Supreme Court yesterday by the Westchester and Bronx Realty Company attacking the charter of the New York and Port Chester Railroad Company. The attorneys for the plaintiffs allege that it was admitted in teatimony given before the railroad commission in the application of the company for a "certificular of public terrosterior", that the the application of the company for a "certificate of public convenience" that the amount required by law to be raid in was not so paid before the affidavit was made to that effect. The Westchester and Bronx Pealty Company is the owner of sixty-three acres of land traversed by the proposed route of the Port Chester company.

Receiver of Hudson Valley Railway Company Fi es \$100,000 Bonds.

SARATOGA, June 2.-John F. O'Brien of Platteburg, Allen C. Peckham of Waterford and William Kennedy of Albany have become suretice for Jarvis P.O'Brien of Troy, the has filed in the Saratoga o unty Clerk's office a bond for \$100,000 as receiver for the Hudson Valley Railway Company. The bond was approved by Justice Wesley O.

Subperna Left With C. L. Hyde's Butler. TRENTON, N. J., June 2.-United States Marshal Thomas J. Alcott left a subposna fig-day at the residence of Charles L. Hyde of Plainfield in the involuntary bank-ruptcy proceeding instituted against him by Charles L. Spier. As the marshal could not find Mr. Hyde in person, he left his billet with the butler. Mr. Hyde was in New York, but it was denied that he was attempting to evade service. attempting to evade service.

Business Troubles.

petition in bankruptcy has been filed against the Levin & Meyer Contracting Company, painters and decorators, as 17 Stuy-Benjamin Street, by the following creditors:
Benjamin Fleisher, \$2,600; Abraham Rosenberg, \$450 and Moses Wein, \$100, all for work recently done for the company.
Harry McNally, builder, residing at 13
Beach Terrace, The Bronx, has filed a petition bankruptcy, with liabilities \$130,955 and esant street, by the following creditors:

A judgment for \$12,501 was entered yesterdy against the Hotel Florence Company, which conducted the Florence apartment hotel at 109 East Eighteenth street, corner of Foirth avenue, in favor of Albert C. Henderson on an assigned claim from Homer Beaudet for services as superintendent in the remodeling of the building. The company was incorporated on March 18, 1904, with a capital stock of \$25,000, leased the building and spent considerable money on improvements. The company, it is said, was dispossessed on April 21 last.

Court Calendars This Day.

Appellate Division—Supreme Court—Recess.
Supreme Court—Special Term—Part II.—Court
epens at 10:30 A. M. Ex parte matters.
Surrogates' Court—Chambers—Court, opens at
10:30 A. M. For probate—Will of Thomas H.
Stevenson, Sarah H. Powell at 10:30 A. M.
City Court—Special Term—Court opens at
10
M. Motions.

GOSSIP OF WALL STREET.

A prominent Wall Street man of another day once was solicited by a delegation of citizens from his native town to build a fence around its graveyard "I'll build it, of course, if you think it's needed," he said, "but it seems to me that a graveyard fence is a useless thing Those who are inside can't get out and nobody who is outside ever wants to get in. An unenthusiastic observer of yesterday's stock market recalled this story and told it to adorn his speculative senti-ments. "Those who are out of the market," he said, "are not anxious to get in, and many are in who cannot afford to get out." In a dull market there is always a superabundance of good advice on what not to do, everybody exhorts everybody else to be still and be patient, and nobody seems to have any very positive convictions. A prominent broker who was complaining this week of the state of business ended by saying: "And why should anybody want to take on a large line of stocks at this time with the prospect of having to lug them through a dull summer market? Most of the good stocks, 'tis true, pay their own board, but it is not the average speculator's way to take stocks to board, besides which there is the risk to be con-sidered. What you need to start a bull speculation is the aggressive buying of stocks by the big factors in the market, and I do not notice that kind of buying. There is no incentive to buy stocks while the big interests remain passive."

On the other side of the subject a conservative operator whose opinions are highly respected says: "I don't see anything in the situation to induce one to put out a line of short stocks in this market. There would be no telling the prices at which he might have to take them back. I believe for my part that the main tendency of prices from this point will be upward. Conditions to which prices must sooner or later respond are good and will presently assert them-selves in the stock market. It is business that tells in the long run, and business is good. I believe in the market, irrespective fluctuations from day to day, because its foundations, in my opinion, are sound, and I am not afraid to go on record as say-ing that before the end of the year we shall have prices here that we ought not to have. I expect to see a big speculation on the bull side before the year is out, and it will, of course, carry prices higher than they ought to go. I don't believe there is going to be any big money from this level on the short

The stock transfer tax, which went into effect yesterday, did not restrain the pro-fessional bear element from attacking the mar-ket vigorously at the outset of trading. Its operations coincided with heavy selling from London and some further liquidation here, all of which was somewhat loosely re-ferred to the influence of the Equitable affair upon sentiment both here and abroad. It was seriously asserted that this influence had made itself felt on the other side. Under a combination of foreign, local and bear selling prices receded somewhat sharply in the early forencon. Bearish interest continued to converge upon the United States Steel shares and Union Pacific. In Union Pacific there was evidence of good support on the level of 120, and at that point the selling was checked. The buying all around on the forenoon de-cline, brokers affirmed, was stronger than the selling, and the ease with which prices re-covered in the afternoon showed how easily the market could become oversold in the board room. The recovery from the low prices of the first hour was pretty substantial. It started on a report that the Frick committee would be defeated. There were two opinions in conservative minds as to whether that could be a legitimate reason for a recovery

Trading flattened out somewhat in the last hour and stocks closed generally at fractional concessions from the best prices of the day. The initiative on the bull side

was not sustained. Those who studied yesterday's transactions the tax upon trading pointed to the variable-ness of quotations in some of the more active stocks, as showing that the traders were not dealing in eighths with their wonted freedom. Stocks like Union Pacific and Steel preferred were subject to erratio movements of % or % per cent. either way, when ordinarily there should be continuous trading in eighths. It was evident that the room traders were not moving in and out of stocks without restraint. Beyond this, however, the tax had no apparent effect. The volume of

transactions was larger than on Thursday. Running over a list of the buyers and collers of stocks a day or two ago, a member whose sense of humor is somewhat sardonic said: "Think what might happen to the market if A. A. Housman did not always buy and Wasserman Bros. always sell!"

About the only evidence of sustained initiative on the bull side of the market yesterday was that in Reading common, which, after having fallen 1½ per cent. in the first hour, advanced 4 points in the subsequent trading, and closed at a net gain for the day of 2½ per cent. Dick Bros. were perhaps the heavi-est buyers, taking 50,000 shares on the advance. The buying evidently was very strong. It is too early to judge whether there can be a revival of the old speculation in this stock. The buying so far has been of a somewhat concentrated character. There is no evidence of its becoming general. The campaign which culminated at 99% in March was supposed to have left the stock in a vulnerable speculative position, but it gave a good account of itself in the decline and is likely to be more favorably regarded for that

reason. Reading is one of the stocks in which the hull speculation went much beyond the ex-pectations of those who started it. The speculative enthusiasm for Reading was so great as to carry the movement on steadily, while the Lake Shore and the Baltimore and Ohio between them were selling 160,000 shares on a 3 per cent. basis. This selling must have begun somewhere around 70. It was not known until recently that any of the Lake Shore or Baltimore and Ohio holdings had come back upon the market, and the dis-covery led to some short selling, which could not have been very profitable. The built crowd is now operating on the assumption that the dividend will be increased to a 4 per cent rate at the next period. When the stock was put on a 3 per cent dividend basis it was selling around 75, and persone who had been on the inside of the campaign up to that point said the price was high enough. There was never a time at which the stock sold on a 3 per cent. basis could have been recovered at a profit, and there is some curiosity to know whether any of it was taken back at higher prices by those who miscalculated the strength of the speculation

and sold out between 70 and 80 The Pittsburg element has almost invartably been wrong in the market on the Steel stocks. When business is so good that it couldn't be any better the Pittsburg experts all come in and tuy the Steel stocks, and when business is so poor that it couldn't be any worse they all get bearish and sell them short. Pittsburg men who went short of Steel preferred around 50 and obstinately paid dividends on it for nine months or year got very bullish a few months ago and went long above 90.

Traders have been greatly puzzled by the recent backing and filling of the Metropolitan issues, especially Metropolitan Street Railway. Developments of the last few weeks bearing upon the future of the Metropolitan have attracted some speculative interest to the stock, but to the average trader its movethe stock, but to the average trader its move-ments are inscrutable. There is compara-tively little Metropolitan Street Rallway stock in offices around the Street. The bulk of the speculative holdings must have become highly concentrated. There is never any difficulty, however, about borrowing it if one wants to be short. There was probably a larger short interest in Metropolitan in anticipation of an adverse franchise tax decision than in any other of the franchise stocks.

Court of Appeals Calendar. ALBANT, June 2.—Court of Appeals calendar for Monday: Nos. 450, 471, 480, 387, 387, 466 and 191.

BEEF TRUST INDICTMENTS. Thirty Men Connected With Packing Houses

May Be Prosecuted. CHICAGO, June 2.-Indictments against thirty men connected with the big packing houses, it is said, are being drafted by Government officials as a result of the evidence secured by the Federal Grand Jury in its two months investigation of the beef

Assistant Attorney-General Oliver E. Pagin, who is now in Washington conferring with Attorney-General William Moody, is working on these papers with District Attorney C. S. Morrison. Since the ad-journment of the Grand Jury some time ago Morrison and Pagin have been in daily conference concerning the form of in-dictments. Thirty true bills are believed to have already been drawn, while at least ten more are contemplated as a result of the trip to Washington.

Mr. Pagin is held to be one of the most expert drafters of criminal indictments in the Federal service and was detailed on the Beef Trust cases under orders of Attorney-General Moody.

After the adjournment of the Beef Trust jury some time ago a force of stenogaphers under Assistant District Attorney Godman took up the gigantic work of assembling the testimony for the consideration of Attorney-General Moody.

All the evidence was arranged under headlines as follows:

Combination (main issue): Names of witnesses and brief explanation of their testinesses and brief explanation of their testimony.
(asing business (Etna Trading Company):
Names of witnesses and brief explanation
of testimon y.
Railroad Rebates (meat charges alone):
Names of witnesses and bri f explanation
of testimony.
leng charges (packing business): Names
of witnesses and brief explanation of the
testimony.

Perjury (in all branches): Names of men charged and evidence of their guilt.

Interference with witnesses (in all branches): Names of witnesses tampered with and the importance of the testimony these witnesses furnished.

STANDARD OIL OUT OF C. F. & I. Bumor, Not Confirmed, of a Break of Bockefeller and Gould Interests.

That the Standard Oil interests have retired from the Colorado Fuel and Iron Company because of a break with the Goulds was an unconfirmed rumor in Wall Street vesterday. It was said that John D. Rockefeller, Jr., E. Parmalee Prentice, John D. Rockefeller's son-in-law; Starr J. Murphy and F. T. Gates had retired from the board directors, leaving the Gould interests

One reason given for the rumor was that part of the office force in the transfer offices of the company had been moved from arr, mocketener's office on the fourteenth floor of 26 Broadway to the Bowling Green Trust Company, an institution in which the Goulus have a large representation and which is on the ground floor of 26 Broadway. At the office of E. Parmalee Prentice, vice-president of the company, it was said that Mr. Prentice had given orders that he was too busy to see newsorders that he was too busy to see news-paper men. Confirmation of the rumor from any other source was also lacking.

MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAT. Sandy Hook .. 7.10 Gov. I'd 7:42 Hell Gate 9:35

Arrived-FRIDAY, June 3. Arrived - FRIDAT, June 3.

Ss Montreal, Havre, May 20.

Ss Prometneus, Hamburg, May 18.

Ss Polycarp, Manaos, May 17.

Ss The-saila, Philadelphia, June 1.

Ss Comanche, Jacksonville, May 30.

Ss Hamilton, Norfolk, June 1.

Ss Princess Anne, Norfolk, June 1.

Ss Onetia, Philadelphia, June 1.

Ss Onetia, Philadelphia, June 1.

Ss Chesapeake, Baltimore, May 31.

Bark Pasquale Lauro, Buenos Ayres, April 3.

ARRIVED OUT. Ss Baitte, from New York at Liverpool. Ss Koenigin Luise, from New York at Genoa. Ss Prinzess Ailes, from New York at Bremen. Ss Potsdam, from New York at Rotterdam.

Ss Moitke, from Boulogne for New York.
Ss Cedric, from Liverpool for New York.
Ss Heilig Olay, from Caristiansand for New York.
Ss Victorian, from Liverpool for New York. OUTGOING STEAMSHIPS.

١		Close.	Sail.
1	St. Paul. Southampton	6 00 A M	9 30 A M
1	Calcdonia, Glasgow	6 30 A M 8 30 A M	9 00 A 1
1	Prins as Irene, Naples	8 30 A M	11 00 A
1	Campania, Liverpool	11 30 A M	8 00 P
1	Zeeland, Antwerp	8 30 A M	10 30 A A
١	Thessalla, Hamburg	•••	10 00 A
1	Neckar, Bremen Mesaba, London	********	9 00 A
1	Zulia. Venezuela	8 30 A M	12 00 M
1	Coamo, Porto Rico	9 00 A M	12 00 M
ı	Altal, Jamaica	9 30 A M	12 00 M
١	Mexico. Havana	10 00 A M	1 00 P
1	Princess Anne, Norfolk	** * * * * * * * *	8 00 P
1	El Sud. Galveston	** * * * * * * * *	3 00 P
١	Nueces, Galveston		3 00 P
1	El Dorado, New Orleans		8 00 P
١	Sail To-		
ı	Antonio Lopez, Cadiz Tennyson, Para		
١	Tennyson, Para		8 00 P
1	Comanche, Charleston		8 00 P
١	Monroe, Norfolk		3 00 P
١		y. June 6.	
١	Kaiser Wilh'm der Grosse.		44 44 4 44
ı	Pannonia, Naples	6 30 A M	10 00 A 1
١	Pannonia, Naples		
١	Germania, Naples		• • • • • • • • •
١	Georgic, Liverpool		8 00 P
١	Jamestown, Moriors		
1	INCOMING 8	TEAMBRIPS.	
١	Due T	o-day.	
ì	Citta di Genova	Naples	May I
١	Brooklyn City	Swansca	May 1
١	Capri	Baroa los	May 2
i	New York	South ampton.	MAV 2
1	La Touraine Umbria	Havre	Nay 2
١	Umbria	Liver pool	May 2
1	Bluccher	namourg	May
1	Nord America	New Orleans	
١	Pannonia	Gibraltar	May 2
1	Antonio Lonez	Havana	May 8
1	Antonio Lopez Prins der Nederlanden!	Hayti	May 2
1	City of Columbus	avannah	May 8
1	Due To-	morrow.	NO ALL DESCRIPTION OF
١	Parisian	Glasgow	May 2
1	Norman Prince	Liverpool	May 2
1	Proteus	New Orleans	MAY 3
1	Vigilancia	Havana	May 3
1	Seneca	Havana	June
1	Perugla	alermo	May 2
ł	Berwind	an Juan	May 3
1	Arapahoe	acksonville	June

Due Monday, June 5.

Due Tuesday, June 6.

Pinjand Antwerp
Minneapolis London
Ryndam Rotterdam
Marco Minghetti Naples
Neapolitan Prince Naples
Palladriphia La Guayra
Segurara Colon
El Norte Galveston

Due Wednesday, June 7. Majestic..... Friedrich der Grosse..... Calderon..... ATTENTION IS CALLED TO THE ADVERTISEMENT IN THE CITY RECORD of June 1 to 14, 1905, of the confirmation by the Board of Assessors and the entering in the Bureau for the Collection of Assessments and Arrears of assessments for LOCAL IMPROVEMENTS in the BOR-OUGH OF MANHATTAN:
22D WARD, SECTION 4, 56TH STREET—REGULATING AND PAVING, from 11th Avenue to 12th Avenue. 12TH WARD, SECTION 6, 2D AVENUE—SEWERS, east and west sides, between 105th and 110th streets, with alteration and improvement to curves at the southeast and southwest corners of 110th Street and 2d Avenue. PLEASANT AVENUE—REGULATING, on the easterly side, GRAD-ING THE SIDEWALKS AND CONSTRUCTING RETAINING WALL, beginning 35 feet north of the northerly therefrom. 12TH WARD, SECTION 7, 120TH STREET—ALTERATION AND IMPROVEMENT TO SEWER, between Amsterdam Avenue and Morningside Avenue West.

EDWARD M. GROUT, Comptroller.
City of New York, May 31, 1905. OFFICIAL LEGAL NOTICES.

City of New York, May 31, 1905.

ATTENTION IS CALLED TO THE ADVERTISEMENT IN THE CITY RECORD of June 1 to 14, 1905, of the confirmation by the Board of Assessors and the entering in the Bureau for the Collection of Assessments and Arrears of assessments for LOCAL IMPROVEMENTS in the BOR-0UGH OF THE BRONX.

23D WARD, SECTION 8, EAST 184TH STREET—REGULATING, GRADING, CURBING, FLAG-GING, LAYING CROSSWALKS AND PAVING, from Summit Avenue to Anderson Avenue, 24TH WARD, SECTION 11, PARK AVENUE—SEWER, east side, between 3d Avenue and East 187th street, with branch in EAST 185TH STREET, between Park Avenue and 2d Avenue.

City of New York, May 21, 1905.

BANK REPORTS

REPORT OF THE CONDITION OF NATIONAL CITY BANK

AT NEW YORK, IN THE STATE OF NEW YORK, AT THE CLOSE OF BUSINESS, MAY 24TH, 1905:

RESOURCES. \$170,194,300 28 247 99 8,785,000 00 4,540,000 00 918,860 00 2,352,000 00 231,035 62 86,378,221 14 200,000 00 5.176.945 14 605.970 54 743,466 58 agenta).... Due from State banks and bankers ... Checks and other cash items 743,466 58
Exchanges for Clearing House 828,974,376 50
Notes of other national banks 186,070 50
Fractional paper currency, nickels and cents 771 12
Lawful money reserve in bank, viz.: 67.927.780 00 Redemption fund with U.S. Treasures (5 per cent. of circulation)...... Total.....\$317,436.471 44

LIABILITIES.

State of New York, County of New York, ss.:

1. HORACE M. KILDORN, Cashier of the above named Bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

H. M. KILBORN,

Correct—Attest;
JOHN A. McCALL.
CLEVELAND H. DODGE,
EDWIN S. MARSTON,
Subscribed and sworn to before me, this ist day
of June, 1905. Notary Public. New York County.

REPORT OF THE CONDITION OF THE

ALLATIN NAMED ALL BANK
AT NEW YORK, IN THE STATE OF NEW YORK,
AT THE CLOSE OF BUSINESS, MAY 29, 1905:
RESOURCES.

A 451,721,65 Loans and discounts. \$5,437,721 53
Overdrafts, secured and unsecured. \$1225 50
U.S. bonds to secure U.S. deposits \$1,000,000 00
Bonds, securities, &c. \$1,000,0 Redemption fund with U. S. Tressurer (5% of circulation) 60,000 0

Total ... \$15.592,108 08

Capital stock paid in ... \$1,000,000 00 \$1,000,000 00 Surplus fund.
Undivided profits, less expenses and
taxes paid.
National bank notes outstanding..... 1,234,449 92 Due to other national banks......
Due to State banks and bankers.....
Due to trust companies and savings | Due to State banks and bankers | Due to trust companies and savings | banks | State banks | State

Boads borrowed 45,000 00

Total. \$15,592,08 08

State of New York, County of New York, ss.:

I. GEORGE E. LEWIS, Cashler of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. GEORGE E. LEWIS, Cashler. Subscribed and sworn to before me this 2d day of June, 1905. Notary Public Westchester County.

Certificate filed in New York County.

Certificate filed in New York County.

ADRIAN ISELIN, JR.,

SAMUEL WOOLVERTON.

REPORT OF THE CONDITION OF Banking house, furniture and fixtures. Due from national banks (not reserve 1,254,728 52 190,665 21 44,914 63 5,493,418 80 61,176 00 agents).
Due from State banks and bankers.
Checks and other cash items.
Exchanges for clearing house.
Notes of other national banks. Notes of other national banks.
Fractional paper currency, nickels and cents.
Lawful money reserve in bank, viz.
Specie. \$2.46,403 30
Legal tender notes. 1.582,000 00 1.672 11

8.990,403 30 .\$26,337,175 76 485,497 04 deposit.... Certified checks..... Cashier's checks out-491,490 08 - 22.901.678 72

Total. ... \$26,837,175.76

State of New York, County of New York, 8s.:

I, SAMUEL S. CAMPHELL, Casher of the above and bank, do solemnly swear that the above statement is true to the best of my knowledge and beilef.

S. S. CAMPBELL, Cashier.

Subscribed and aworn to before me this ist day of June, 1905.

OE. PAYNTER.

Notary Public.

Correct—Attest:
JOHN A. STEWART.
R. M. GALLAWAY.
CHAS. D. DICKEY. PROPOSALS. SEALED BIDS OR ESTIMATES will be received

by the Fire Commissioner at the headquarters of the Fire Department of the City of New York, Nos. 157 and 159 East Sixty-seventh street. Borough of Manhattan, the City of New York, until 10:20 o'clock Manhattan, the City of New York, until 10:30 o'clock
A. M., On
THURSDAY, JUNE 8, 1805.
Boroughs of Manhattan and The Bronx,
No. 1. FOR FURNISHING AND DELIVERING
PACKING, STEAM, CROTON AND FIRE EXTINGUISHER HOSE, HYDRANT CONNECTIONS
AND SUCTION HOSE.
No. 2. FOR FURNISHING AND DELIVERING
WHEELS FOR DEPUTY CHIEFS' WAGONS,
BATTALION CHIEFS' WAGONS AND HOSE
WAGONS.
WAGONS.
For full Darticulars see City Record.

ATTALION: 'AGONS.

For full particulars see City Record.

NICHOLAS J. HAYES.

Fire Commissioner

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Bridges at the Department of Bridges, Nos. 13 to 21 Park Row, Borough of Manhattan, the City of New York, until 2 o'clock

Manhattan, the City D. M., on THURSDAY, JUNE 15, 1905.

Williamsburg Bridge.
FOR FURNISHING AND DELIVERING PAINT-ERS' SUPPLIES.
For full particulars see City Record.

GEO. E. BEST.

Commissoner of Bridges. May 25, 1905.

ARMY BUILDING, Whitehall St., New York City June 1, 1905—Sealed proposals, in triplicate, will be received until 10 A. M., July 1, 1905, for purchase of Clothing and Equipage on hand at this Depot, as follows: Coats, Trousers, Shirts, Hats, Leggings, Silekers, Tents, etc. Information furnished upon application. In relopes containing proposals should be marked "Proposals for purchase of C. & E., to be opened July 1, 1905." Major G. S. BINGHAM, Q. M.

G. S. BINGHAM, Q. M.

GOVERNOR'S ISLAND, N. Y. H., June 2, 1905—
Scaled proposals, in triplicate, for laying cast iron water mains and submarine main for water system at Fort Wood, N. Y. H., will be received here until 11 A. M., June 18, 1905. U. S. reserves right to reject any or all bids Information furnished on application. Envelopes containing proposals will be endorsed: "Proposals for water system at Fort Wood, H. Y. H. TRABER NOR-MAN, Q. M. ENGINEER OFFICE, U. S. ARMY, Room 2, Custom House, Norfolk, Va., June 1, 1905.—Sealed proposals for dredging and removing wreck in Norfolk Harbor, Va., will be received here until 12 M., July 3, 1908, and then publicly opened. Information furnished on application. E. EVELETH WINSLOW, Capt. Engrs.

DEPARTMENT OF DOCKS AND FERRIES.
SEALED BIDS OR ESTIMATRS for building Pier No. 8. East River (923), and Pier No. 10. East River (924), will be received by the Commissioner of Docks at Pier "A." Battery Place, until 2 o'clock P. M., June 8th, 1868. (For particulars, see City Record.)

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 16th St. Pier daily, 6 P. M., except Saturday. Direct rail-road connection at Troy for all points borth and ceet. Bunday, etcamers touch at Albany.

PROPOSALS.

SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the headquarters of the Fire Department of the City of New York, Nos. 157 and 159 East Sixty-seventh street, Borough of Manhattan, the City of New York, until 10:30 o'clock AM. on. THURSDAY, JUNE 8, 1905.

A. M., on

THURSDAY, JUNE 8, 1905.

Boroughs of Brooklyn and Queens.

No. 1. FOR FURNISHING AND DELIVERING HAY, STRAW, OATS AND BRAN.

No. 2. FOR FURNISHING AND DELIVERING PLUMBING SUPPLIES.

No. 3. FOR FURNISHING AND DELIVERING MACHINE AND BLACKSMITH SHOP SUPPLIES.

No. 4. FOR FURNISHING AND DELIVERING LUMBER.

No. 5. FOR FURNISHING AND DELIVERING HARDWARE SUPPLIES.

No. 6. FOR FURNISHING AND DELIVERING HARDWARE SUPPLIES.

No. 6. FOR FURNISHING AND DELIVERING HARDWARE SUPPLIES.

No. 6. FOR FURNISHING AND DELIVERING HARNESS SHOP SUPPLIES.

For full particulars see City Record.

NICHOLAS J. HAYES,

Fire Commissioner.

Dated May 26, 1905.

SEALED BIDS OR ESTIMATES WILL BE received by the President of the Borough of IMan-tation, at the City Hall, Room No. 16, until 3 o'clock P. M., on battan, at the City Hall, Room No. 16, until 8 o'clock P. M.. on
P. M. on THURSDAY, JUNE 22, 1808,
FOR ALTERATIONS IN ROOMS ON BASEMENT, FIRST, SECOND, THIRD, FOURTH,
FIFTH, FIFTH MEZZANINE, SIXTH, SEVENTH,
EIGHTH AND ATTIC FLOORS; ALSO FOR EXTENSION TO THE ELECTRIC LIGHTING EQUIPMENT, PLUMBING AND HEATING, CARPENTER
AND CABINET WORK, HARDWARE, METALLIC AND OTHER FURNITURE, MARBLE AND
ELECTRIC LIGHTING FIXTURES, MARBLE AND
BRONZE WORK, PLASTERING, FIREPROOPING
AND OTHER WORK; FOR THE COMPLETION
OF THE HALL OF RECORDS BUILDING,
CHAMBERS, CENTRE, READE AND A NEW
SPREET, IN THE CITY OF NEW YORK, BOROUGH OF MANHATTAN. FOR IUII PARHICULARS see
City Record. JOHN F. AHEARN, Borough President.

Borough President.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Water Supply, Gas and Electricity at the Department of Water Supply, Gas and Electricity Room 1836. No. 18 to 21 Park row. Borough of Manhattan, the City of New York. until 2 o'clock P. M., on WEDNESDAY, JUNE 14, 1005.

Loroughs of Manhattan and The Broax, FOR HAULING AND LAYING WATER. MAINS IN LAFAYETTE, WASHINGTON AND ST. LAW. RENCE AVENUES; IN ADAMS, BEACON AND TWG HUNDRED AND THIRTY-THIRD STREBTS; IN BUTLER AND LYVERE PLACES, AND IN CLASON'S POINT AND KINGSBRIDGE ROADS. FOR FURNISHING AND DELIVERING WHITE WOOD PLUGS, HYDRANT EYE, BRIDGE, CASING, TAP AND PACKING BOLTS, ROLLERS AND CATCHES, STRAPS AND FENDERS.

For particulars see City Record.

JOHN T. OARLEY.

Commissioner.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Correction at the Department of Correction, No. 148 East Twentieth Street, Borough of Manhattan, the City of New York, until 11 o'clock A. M., on THURSDAY, JUNE 18, 1908.

Borough of Manhattan, Don't Full Habor All The Labor AND MATERIALS REQUIRED FOR MAKING AND COMPLETING TWO HORIZONTAL TUBULAR BOILERS, ETC., FOR SECOND DISTRIOT PRISON.

For full particulars see City Record.

RISON.
For full particulars see City Record.
FRANCIS J. LANTRY.

SEALED BIDS OR ESTIMATES will be received by the Commissioner of Water Supply. Gas and Electricity at the Department of Water Supply. Gas and Electricity, Room 1836, No. 13 to 21 Park row. Borough of Manhattan, the City of New York, until 2 o'clock P. M., on WEDNESDAY, JUNE 14, 1908.

Borough of Manhattan and The Broax. FOR FURNISHING AND DELIVERING PIOLEAD. LEAD.
For full particulars see City Record.
JOHN T. OAKLEY.

Dated June 1, 1905. SEALED BIDS OR ESTIMATES will be received by the Commissioner of Bridges at the Department of Bridges, Nos. 13 to 21 Park Row, Borough of Manhattan, the City of New York, until 2 oclock MILLON THURSDAY, JUNE 18, 1906.
WILLIAMSBURG Bridge.
FOR FURNISHING AND DELIVERING LUM-

ER.
For full particulars see City Record.
GEO. E. BEST.
Commissioner of Bridges. May 25, 1905.

May 25, 1905.

GOVERNOR'S ISLAND, N. Y. H., May 15, 1905.—
Scaled proposals, in triplicate, for constructing addition to wharf, with railroad thereon, and warehouse on wharf, at Fort Wood, N. Y. H., will be received until 11 A. M., June 5, 1 66, U. S. reserves right to reject any or all hids. Information furnished on application, Envelopes containing proposals will be endorsed: "Proposals for constructing addition to wharf, and warehouse thereon at Fort Wood, N. Y. H." TRABER NORMAN, Q. M.

HUDSON RIVERIGHT Paiatial Steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest

of the Hudson River Day Annex), 8:00 A.M.
Leave Brooklyn, Fulton St. (by Annex), 8:00 A.M. THE MERCHANTS NATIONAL BANK,
AT NEW YORK, IN THE STATE OF NEW YORK,
AT THE CLOSE OF BUSINESS, MAY 29, 1005:
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Loans and discounts.

12,866,641 65
Stocks, securities, &c.

1,288,848 20
Banking house, furniture and fixtures.

20,202 Trains to Catskill Min. resorts and Saratoga, and west. Through tickets and baggage checked at West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Through rail lickets bet. N. Y. and Albany accepted. Most delightful one-day outlings to West Point. Newburgh or Pougikeepsie, returning on down boat.

Restaurant open at 7. A. M. MUSIO.

Half rate to Cairo. N. Y., May 27 to June 3.

STEAMER MARY POWELL Leaving Desbross's St. at 3:10 P. M. (Saturdays 1:45 P. M.), W. 42d St. 3:30 P.M. (Saturdays 2 P.M.), West 120th St. 3:50 P.M. (Saturdays, 220 P. M.), or Highland Falls, West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsis, Rondout, and Kierston. Orchestra on board.

NOVA SCOTI LAND OF EVANGELINE

New York, Yarmouth and Ealifax New York, Yarmoull and haliax. By the Dominion Atlantic By's superb Twinserw S. S. PRINCE ARTHUR, to Yarmouth, thence by rail to Halifax.

Satting from the Munson Line Steamahip Plov 14. Bast River. N. Y. 11 A. M. Every Saturday. W. Y. to Yermouth. Round Trip. 225. Halifax. Round Trip. 232. Halifax. Round Trip. 232. CLUDING North Associate to location. From the Survey Line of Physics of the State College of Physics of the Physics of the Physics of the State College of Physics of the Phy

NEW YORK-ALBANY.
Hudson River by Searchlight. Hudson River by Searchlight.

Licamer "C. w. MORSE," our dates June & Juny, & ADIRONDACK leave Pier No. 52, N. R., foot of Canal Street, 6 P. M., & West 129th Street 6:30 P. M. week-days & Sundays. Direct connection at Albany with express trains for Saratoga, Lake George, Lake Onampiain, Adirondack Mountains, Thousand islands, Niagara Falls, Sharon Springs and all Northern & Eastern summer resorts. Orchestra on steamers. Automobiles carried. Time table and excursion book free. "Beautiful Hudson by Searchlight," 10c.

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Correspondingly low rates to all points east.
STATEROOMS, \$1.00 and \$1.50 EACH. MEALS, 35c. and 50c. EACH. Fast and elegant steamer FRANK JONES leaves New York Mondays, Wednesdays and Fridays at 4:30 P. M., from Pier 29 (new) East River, foot Market st. Daily sailings on or before June 10.

BY SEA TO MAINE THE IDEAL ROUTE

For Summer jourist and recreation travel to the world-famed eastern seashore, lake and mountain resorts—Bar Harbor, The Rangeleys, White Mountains, etc. Steamers sail Tuesdays, Thursdays and Saturdays, 5 P. M. Illustrated descriptive booklet, giving list of tours, hotels and boarding houses in "The Summer Playground of America," mailed free on application to Maine S, S. Co., ticket office, 200 Broadway, or Pier (New 37) East River, New York

BOSTON AND POINTS IN NEW ENGLA NEW ENGLAND FALL RIVER LINE, via Newport and Fall River. Leave Pier 19. N. R., foot of Warren st., week days and Sundays, at 5:20 P. M. Steamers PRISCILLA and PURITAN. Orchestra on each. NORWICH LINE, via New London. Leave Pier 40, N. R., foot Clarkson st., week days only at 6:00 F. M. Steamers CITY OF LOWELL and CHESTER W. CHAPIN.

NEW HAVEN LINE, via New London. Leave Pier 40, N. R., foot Peck Sip., week days only, at 4:00 P. M. Steamer RICHARD PECK. RAILROADS.

NEW YORK, NEW HAVEN & HARTFORD R. R. at and 4th av. as follows, for BOSTON, via New York, for Trains depart from Grand Central Station, \$2d st. and \$4th av., as follows, for BOSTON, via New London and Providence—14:50 13110:00, *as1:00. *as1

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Lackawanna Railroad Leaves New York, foot Barclay and Christopher sta.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—Buffalo, Chicago and St. Louis.

11:40 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Buffalo and Chicago.

18:45 P. M.—For Buffalo and Chicago.

2:00 A. M.—For Chicago—Sleepers open at P. M.

Tickets, 146. 429. 1183, 1434 Broadway, N. Y. 859

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PLYMOUTH—CHERHOURG—SOUTHAMPTON.
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St. Paul. June 31 St. Louis. June 17.
New York. June 10 Philadelphia. June 24.
ATLANTIC TRANSPORT LIME.
NEW YORE—LONDON DIRECT. Prev 39. N. R.
MESABA. June 10, 11:30 A. M.
MINNEAPOLIS. June 10, 11:30 A. M.
MINNEAPOLIS. June 3. A. M.
MINNEAPOLIS. June 3. A. M.
MINNETONKA. June 3. A. M.
MINNETONKA. June 34. 11:30 A. M. MINNEAHAM June 17. 5.20 A. M.
MINNETONKA June 24. 11.20 A. M.

RED STAR LIHE.

Salling Saturdey, at 10.20 A. M. Pler 14, N. R.

Zeeland. June 30 Vaderland. June 17. Finland. June 10 Kroonland. June 17. June 24.

Cymric.....June 8, July 18, Aug.
Ara: 10....July 22, Aug.
Republic....July 6, Aug. 10, Sept.

Reputition July 8, Aug. 10, Sept. 7
THE MEDITERRANEAN AZORES.
FROM NEW YORK.
CRETIC. June 15, noon; July 27; Sept. 36.
ROMANIC. FROM BOSTON.
ROMANIC June 21, 4 P. M.; Aug. 5, Sept. 16.
TRAVELERS' CHECKS

issued, payable wil over the world.

Passenger offices. 9 Broadway.

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New York-Naples-Genoa Special Cruises To Norway, Iceland, Spitzbergen Around British Isles & Europa's Seaside Resorts. During June, July and August by Superb Twin Sorew Steamer. Send for illustrated booklet, rates, etc. Offices, 25 and 27 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. PLY MOUTH—CHERBOURG—BREMEN.
Raiger....June 6, 10 AM Kaiser...July 4, 10 AM
K.Wm. II...June 18.noon K.Wm. II.July 11, 11 AM
Eroprins. June 27,11 AM Kronprins. Aug. 1,6 AM
OELRICHS & CO.. 8 Broadway, N. Y.

CUNARD LINE. To Liverpool via Queenstewn.

Prom Piers 51-42. North River.
Campania... June 3. 3 PM Lucania... June 17. 2 PM
Umbria... June 10. 10 AM Etruria... June 24, 10 AM
Caronia... June 19. 1 PM Carpathia, June 27, nooa
GIBRALTAR—NAPLES—ADMINIATIO.

New Modern Twin Screw Steamers.
PANNONIA... June 6. 10 A. M.; July 25. Sept. 12
SILAVONIA... July 11, 10 A. M.; Aug. 29
"ULTONIA...

Carries second and third class only.

"Carries second and third class only.
Apply 29 Broadway, New York.
Yernen H. Brown, General Agent.

ANCHOR LINE. Glasgow via Londonderry. Caledonia, June 3, 8 A.M. | Columbia, June 17, 8 A.M. Astoria....June 10 noon | Furnessia, June 24, noon. Cabin, \$55 and up. Second Cabin, \$77.50 and up. Third Class, \$27.50 and upwards, according to accommodation and steamship. For tours and

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Freight and passenger steamers sail from Pier 26, N. R., foot Beach al., every week day at 3 P. M. H. B. Walker, Vice-President and Tramo Manager,

Tours July 1 by specially chartered new fast 8. S. Caledonia (0.40 tons), to Scotland, England, tractive side trips to Belgium, the Rhine, Switzerland, Italy, Other tours in June and July, Exceptional advantages. Send for programme B. FRANK C. CLARK, 98 Broadway, New York.

NFORMATION Regarding any Hotel, Railroad, Steambeat of Automobile Trip may be estained by calling at THE SUN Branch Offices, 1888 Broadway, 24: Wost 135th St., Manhattan: 313 Washington St. and 34: Fulton St., Brooklyn, or by writing to THE SUN INFORMATION BUREAU, No. 170 Names St., New York City.

HARTFORD LINE: From New Pier 19, East River, foot of Peck Sip, daily, except Sunday, at 8 P. M., for Connecticut River landings. Write for illustrated folder. CATSKILL, HUDSON & CONSACKIE BOATS. Leave Pler 43, N. R., week days 6 P. M.

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Advertisements and Subscriptions may be left at these offices, where the rates are the same at these charged at main office.

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RAILROADS. **NEW YORK** ENTRAI LINES

Direct Route from New York & Boston to Niagara Falls Trains depart from Grand Central Station, 42d street, New York, as below:
North and west bound trains, excent those leaving at \$20 A. M., 230, 245, 330, 11.50 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

1210 A. M.—YMLDNIGHT EXPRESS.

8:30 A. M.—TEMPIRE STATE EXPRESS.

8:36 A. M.—TEMPIRE STATE EXPRESS.

13:20 P. M.—FAST MAIL—24 hours to Chicago.

10:20 A. M.—PAST MAIL—25 hours to Chicago.

10:20 A. M.—TATE EXPRESS.

13:20 P. M.—FAST MAIL—10:00 PM PRE.

14:30 P. M.—THE ZOUN CENTURY LIMITED—20:00 PM —*CHICAGO LIMITED.

23:30 P. M.—THE ZOUN CENTURY LIMITED—20:00 PM —*CHICAGO LIMITED.

20:00 PM.—THE ZOUN CENTURY LIMITED—20:00 PM —*CHICAGO LIMITED.

20:00 PM.—THE ZOUN CENTURY LIMITED—20:00 PM —*CHICAGO LIMITED—20:00 PM —*CHICAGO SPECIAL.

20:00 PM.—*HUDSON RIVER SPECIAL.

20:00 PM.—*LAKE SHORE LIMITED—30:4 bour crim to Chicago. All Pullman cars.

20:00 PM.—*CLEVELAND. CINCINNATI AND ST. LOUIS LIMITED. All Pullman cars.

20:00 PM.—*WESTERN EXPRESS.

20:00 PM.—*WESTERN EXPRESS.

20:00 PM.—*BUFFALO. NIAGARA FALLS.

20:00 PM.—*BUFFALO. NIAGARA FALLS.

20:00 PM.—*WESTERN NEW YORK EXPRESS.

21:20 PM.—*CHICAGO and ST. LOUIS EXPRESS.

21:20 PM.—*CHICAGO and ST. LO Trains depart from Grand Central Station, street, New York, as below:
North and west bound trains, except those

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A. M.

Puliman cars on all through trains.

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81. Grand Central and 125th st stations. New York;

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Telephone "900 88th street" for New York Central

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Gen'l Pass'r Agent. WEST SHORE R. R.

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Trains leave Franklin at. station, New York, as follows and 15 minutes later foot West 42d st., N. R. 1:00 P. M.—Chicago Express.

2:28 P. M.—Con. I.lm. for Detroit, Chi. & St. Louis.

6:00 P. M.—For Roch., Burfalo, Cleve'd & Chicago18:00 P. M.—For Roch., Burfalo, Cleve'd & Chicago18:00 P. M.—For Syra. Roch., Nia Falis, Det. & Chi.

9:45 P. M.—For Syra. Roch., Nia Falis, Det. & Chi.

10-atiy. †Daliy. except Sunday Baggage checked from hotel or residence by Westcoit Express.

A. H. SMITH.

Gen'i Manager.

Gen'i Pass'r Agent.

STATIONS foot of West Twenty third Street and Desbrosses and Cortlandt Streets. The leaving time from Desbrosses and Cortiands Streets is five minutes later than that given below

The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station.

7 25 A.M. CHICAGO SPECIAL.

9 35 A.M. St. LOUIS LIMITED. For Cincinnati and St. Louis Limited. For Cincinnati and St. Louis Limited. For Cincinnati and St. Louis Limited.

10 25 A.M. THE PENNSYLVANIA LIMITED.—23 hours to Chicago.

1 55 P.M. CHICAGO. CINCINNATI, AND ST. LOUIS EXPRESS.

4 55 P.M. ST. LOUIS AND CINCINNATI EXP.

5 55 P.M. PACIFIC EXPRESS.

7 55 P.M. PACIFIC EXPRESS.

7 55 P.M. PACIFIC EXPRESS.

2 25 P.M. CLEVELAND AND CINCINNATI EXP.

9 55 P.M. PITTSBURG SPECIAL.

WASHINGTON AND THE SQUTTH.

755 8, 25, 20:25 9:55, 10:255 a.m., 12:25, 12:25, 2:10 (*3:25, 12:25, 12:25 (*3:25, 12:25, 12:25 (*3:25, 12:25, 12:25 (*3:25, 12: m. daily. SEABOARD AIR LINE.-12:25 p. m. and 12:10 a. M. dally. NORPOLK AND WESTERN RAILWAY.-*3:28 NORFOLK AND WESTERN RAILWAY.—*3:28 p. m. daily.
OHESAPEAKE & OHIO RAILWAY.—7:55 a. m. week days *4:85 p. m. daily.
FOR OLD POINT COMFORT and NORFOLK.—
7:25 a. m. week days. 8:25 p. m. daily.
ATLANTIO CITY.—8:56 a. m. and 2:56 p. m. week-days. Sundays. *7:55 a. m. and 2:56 p. m. week-days. Sundays. *7:55 a. m. week-days.
LONG BRANCH. ASBURY PARK (North Asbury Park Sundays) and Point Pleasant (3:30 a. m. from Desbrosees and Cortland Streets only).
2:55 a. m., 12:25 (1:25 Saturdays only). 2:23, 2:35 (4:25 except Long Branch) and 4:35 p. m. week-days.
FOR PHILADELPHIA.
8:06. 7:25, *7:56. 8:25, *9:25. *9:35, *0:35, *10:28

crisis for North Philadelphia only), "4:55, "5.58, #2.58, 255, #2.58, 255, #2.58, #2.59, 255 (9:55 for North Philadelphia only) p. m., 12:10 night.

"Dining Oar, IExtra-fare train.
Ticket offices, Nos. 461 1854, 96 and 261 Broadway, 122 Fifth avenue (below 23d St.), 263 Fifth Avenue (corner 29th St.); I Astor House, and stations named above: Brooklyn, 342 Fulton Street, 890 Broadway, and Pennsylvania Annex Station. The New York Transfer Company, will call for and check baggage from hotels and residences through to destination.

Tel-phone "445 Chelsea" for Pennsylvania Railroad Cab Service.

J. R. WOOD,
General Manacer. Pass' Traffic Manager.
GEO. W. BOYD.

General Passenger Agent.

READING SYSTEM NEW JERSEY CENTRAL R. R.

READING SYSTEM

NEW JERSEY CENTRAL R. R.

LIBERTY STREET and SOUTH FERRY (time from South Ferry five minutes earlier than shows below.

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only) 9:10

A. M., 1:20, 4:40, 5:00 (5:45 Easton only), P. M.

Sundays, 24:30 A. M., 1:00, 5:00 and 7:00 P. M.

WILKESBARRE AND SCRANTON—24:00, 9:19

A. M., 5:00 P. M. Sundays, 24:30 A. M., 5:04

LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 2:20) (3:40 Lakewood and Lakehurst only), 4:20, 5:00 (Lakewood and Lakehurst).

ATIANTIC CITY—9:40 A. M., 13:40 P. M.

UNSELAND AND BRIDGETON—214:00 A. M., 3:40 P. M.

LONG BRANCH, ASBURY PARR, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 12:20, 1:30, 2:45, 3:58, 4:44, 5:30, 6:30, 11:30 A. M., 12:20, 1:30, 2:45, 3:58, 4:44, 5:30, 6:30, 11:30 A. M., 12:30, 5:30 P. M.

ATLANTIC HLDS., SEABRIGHT, MONMOUTH BOH., EAST LONG BRANCH—4:00, 5:30, 8:30, 11:30 A. M., 1:30, 8:30, 8:30, 11:30 A. M., 1:30, 8:30, P. M.

SANDY HOOK ROUTE—Leave Pier 81, N. R., W. 4270 St., 9:58 A. M., 1:230, 8:30, 4:15 P. M., Sundays, 9:25 A. M., 1:30, 8:30, 8:30, 1:30 A. M., 1:30, 8:30, 8:30, 1:30 A. M., 1:30, 8:30, 8:30, 1:30 P. M. Allesselhorts points.

PHILADELPHIA (READING TERMINAL)—4:20, 7:00, *8:00, *9:00, *10:00 A. M., 1:200, 7:100, *10:0

BILINORE & OHIO RAILROAD.

ROYAL BLUE LINE TRAINS
"EVERY OTHER EVEN HOUR"
To BALTIMORE & SOO a.m. Daily Except Sua.

10:00 a.m. Daily Duffet
12:00 nooia. Daily. Diner
12:00 nooia. Daily. Diner
12:00 p.m. Daily. Diner
12:00 p.m. Daily. Diner
12:00 p.m. Daily. Buffet
12:00 p.m. Daily. Buffet
12:13 night. Daily. Seepers

SPI_ENDID TRAIN SERVICE.
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Daily. Lv. New York City, South Ferry, Liberty St.
Chicage, Pittsburg. 12:13 nt. 12:13 nt.
Pittsburg Cleveland. 8:55 p.m. 4:00 p.m. Diner
Pittsburg Cleveland. 8:55 p.m. 4:00 p.m. Diner
Cincinnati, St.Louis. 12:10 nt. 12:15 nt. Sleeper
Cincinnati, St.Louis. 12:10 nt. 12:15

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